

2 EXISTING CONDITIONS & AREA ANALYSIS

2.1 Project Area

The project area is within the Coho/Brant Neighborhood of Newport. The Coho/Brant neighborhood is located within the South Beach Urban Renewal District. The project area is bounded by Highway 101 to the east, SW 26th Street and Jetty Way to the north, South Beach State Park to the west and south, and the future intersection of Highway 101 and SW 35th Street to the south. The project area is 95 acres in size.

The project area is partially developed with an incomplete, substandard street system of primarily gravel roads lacking bicycle and pedestrian facilities, street lighting, and storm drainage improvements. Existing development consists of single-family and multi-family residential housing along SW 26th Street, SW 27th Street, SW 28th Street, SW 29th Street, SW 30th Street, and SW Brant Street.

Several vacant and undeveloped parcels exist south of SW 27th Street, between SW Brant Street and the SW Coho ROW. The southwest portion of the project area has recently been purchased by OMSI, which is planning for the future construction of an Environmental Learning Center on the site. Other key features within the project area include: Pioneer Cemetery, centrally located in the site adjacent to residential housing on SW Brant Street; Safe Haven Hill; an undeveloped commercial area; and Coastal Gully Open Space, located adjacent to residential housing on SW 30th Street and SW Coho Street and partially within the future OMSI Environmental Learning Center site.

Map 2-1 illustrates existing conditions within the project area. Key features, including streets, existing ROW, Safe Haven Hill, and Coastal Gully open space are described in detail in Section 2.4.



Rogue Ales Brewery adjacent to the Project Area

Map 2-1. Existing Conditions



2.2 Neighborhood Description

Neighborhood Context

The Coho/Brant neighborhood is comprised of four areas that combine to create an opportunity for both development and preservation of a unique part of Newport.

- The area from Jetty Road to SW 28th Street is dominated by multi-family housing with newer, single-family dwellings. Most of the area is zoned R-4 High Density Residential. Vegetation is limited to landscaping around existing structures with trees concentrated along the eastern slope of the foredune, many of them located in the SW Coho Street undeveloped right-of-way. Development of vacant properties can be encouraged with improved infrastructure such as paved streets.
- The area between SW 29th Street and SW 30th Street west of SW Brant Street is quiet, more isolated from traffic on Jetty Road and SW Abalone Street, and generally rural in character. This area is also zoned R-4 and housing is mixed with older homes, some high-density housing, and a few newer homes and condominiums on the foredune. Vegetation is denser, including landscaping around existing structures, native vegetation on the undeveloped lots and the City owned Coastal Gully Open Space, and numerous trees along SW Brant Street, SW Coho Street and SW 30th Street.
- The area south of SW 30th Street and west of SW Abalone Street is proposed to be developed by OMSI as an environmental learning center. Vegetation is limited as a result of land clearing activities in 1997. OMSI has indicated plans to restore the area to its original landscape composition, including native vegetation, seasonal wetlands, and trees. Development infrastructure will focus on access from SW Abalone Street.
- The area east of SW Abalone Street is zoned Commercial Retail and Service. Development is highly dependent on adequate infrastructure.

Planning for adequate infrastructure for future development should address existing drainage issues and appropriately improve access while preserving the neighborhood character of the different areas described above.

- Paved streets may change in scale between areas. For instance, in the area between SW 29th Street and SW 30th Street west of SW Brant Street, streets can be narrower in order to preserve existing trees. Keeping the streets narrower will maintain the more rural feeling of being nestled amongst the native vegetation. The area from Jetty Road to SW 28th Street has a more open feel, therefore streets can be wider with pedestrian and bicycle facilities.
- Multiple access points should be considered carefully to differentiate the quiet areas from the more public areas.



Coho/Brant neighborhood viewed from the Yaquina Bay Bridge

Natural Features

As a Tree City, U.S.A, Newport will be charged with preserving and protecting the tree canopy of the city. Parts of the Coho/Brant Neighborhood enjoy a classic coastal landscape including Sitka spruce, firs and shore pines. The trees are a critical natural resource; providing habitat for numerous resident and migrating birds and animals. The trees stabilize the dunes and provide continuity to the dwindling Western Viewshed. This iconic landscape is visible from many prominent locations in Newport including the historic Yaquina Bay Bridge and Yaquina Bay State Park as well as the highways and waterways.

The unique character of the Coho/Brant Neighborhood relies on the native vegetation and the remaining older trees. Surveying the location of existing trees should occur as part of all improvement projects and context-sensitive design solutions should be incorporated. Appendix B contains a summary of Stakeholder Conservation Priorities.



Northern portion of project area



Foredunes at SW Dungeness Street



Southern portion of project area

2.3 Land Uses

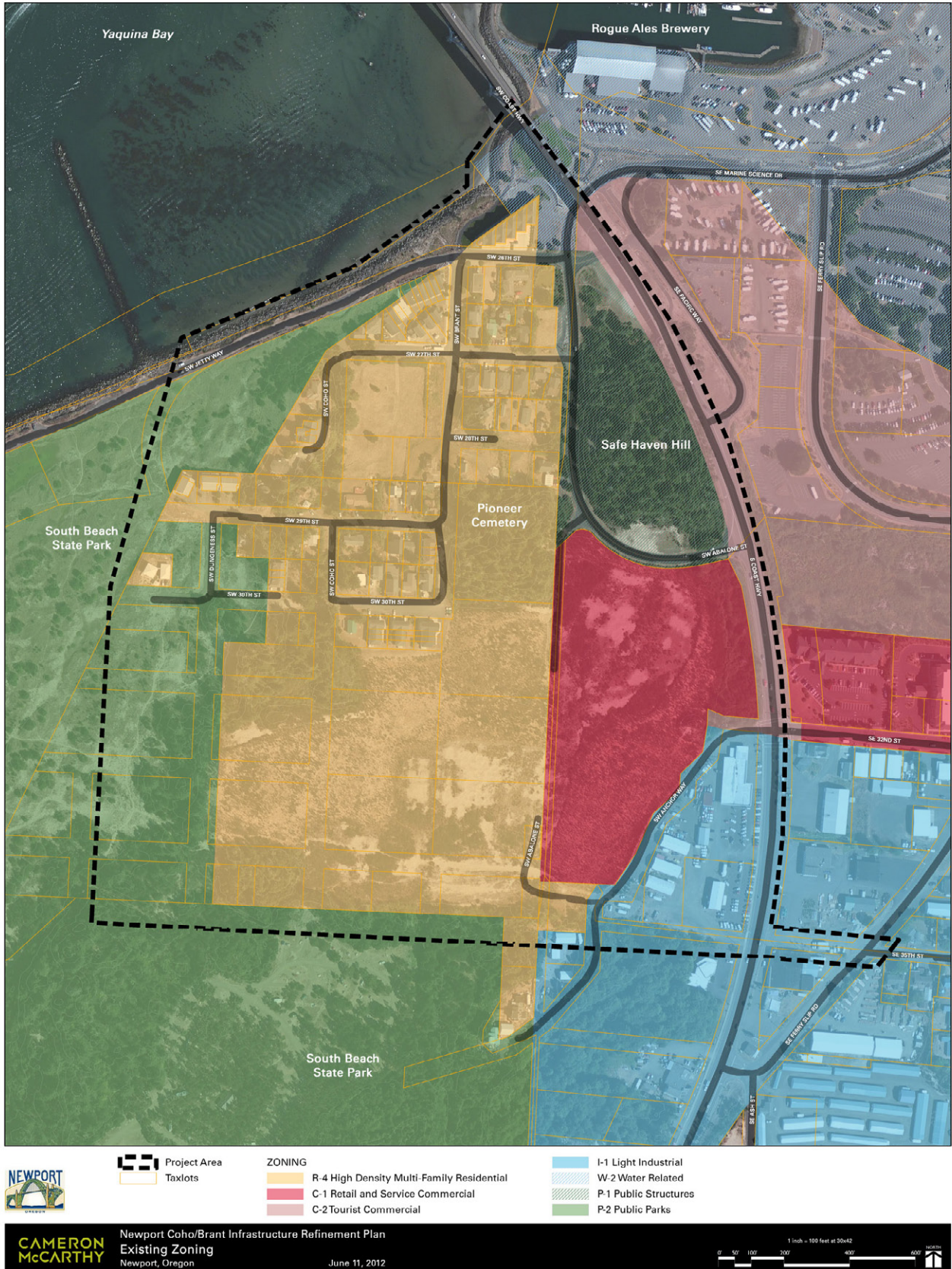
The majority of the project area is zoned R-4 High Density Multi-Family. Safe Haven Hill, in the northeast portion of the project area, is zoned P-1 Public Structures and is a tsunami evacuation area accessible by SW Abalone Street. South of Safe Haven Hill is a large undeveloped area zoned C-1 Retail and Service. Further south is developed land zoned I-1 Light Industrial. The southwest and western most portions of the project area consist of undeveloped public lands located in the South Beach State Park boundaries and zoned P-2 Public Parks.

The Comprehensive Plan designates the Yaquina Bay Bridge as being of historical significance. Completed in 1936, the bridge is a key portion of the coast highway system and led to the development of the business district along Highway 101. The Oregon Coastal Zone Management Association (OCZMA) has categorized the bridge as having importance to the state. The South Beach Dune Complex, and inventoried ocean shorelands resource abuts and extends within the eastern portion of the project area. The South Beach Dune Complex is the largest dune area in Newport. The dune complex is located primarily within South Beach State Park. Map 2-2 illustrates land use within the project area.



Existing residential development north of SW 27th Street

Map 2-2. Existing Land Uses



2.4 Streets, Sidewalks, and Shared-use Paths

As noted in Section 2.1, the project area is partially developed with an incomplete, substandard street system of primarily gravel roads lacking bicycle and pedestrian facilities, street lighting, and storm drainage improvements. Prior public outreach efforts have demonstrated that existing residents prefer the rural feel of existing streets.

Map 2-3 illustrates the existing and proposed network of vehicular, bicycle, and pedestrian facilities within the project area, including streets, sidewalks, and shared-use paths. Key facilities are detailed on the following pages.



Map 2-3. Existing Transportation





Jetty Way Looking West

Jetty Way

Jetty Way is improved from SW 26th Street to South Beach State Park and is a popular access point to the South Jetty and South Beach State Park. The road does not provide any bicycle or pedestrian facilities and those modes must share the roadway with vehicles.

SW 26th Street

SW 26th is improved from Jetty Way to SW Abalone Street. The street does not provide any pedestrian or bicycle facilities, street lighting, or stormwater facilities.



SW 26th Street Looking East

SW 27th Street

Between Abalone Street and SW Brant Street, SW 27th Street is unimproved. West of Brant Street, SW 27th Street is improved with a curbside sidewalk.



SW 27th Street Looking East



SW 27th Street Looking East

SW 28th Street

East of SW Brant Street, SW 28th Street is unimproved and dead-ends prior to connecting with SW Abalone Street. It is separated from SW Abalone Street by a steep grade. West of SW Brant Street, the street ROW has been vacated.

SW 29th Street

SW 29th Street is an unimproved gravel drive between SW Brant Street and SW Dungeness Street.

SW 30th Street

SW 30th is improved with approximately 30 feet of pavement width between SW Brant Street and SW Coho Street. The improved portion does not provide any pedestrian or bicycle facilities. West of SW Coho Street, the street transitions to a narrow gravel segment that dead-ends at a turnaround area.



SW 28th Street Looking East



SW 29th Street Looking West



SW 30th Street Looking West



SW 30th Street Looking West



SW Brant Street Looking North



SW Brant Street Looking North



SW Coho Street Looking West

SW Brant Street

SW Brant Street is improved between SW 26th Street and SW 27th Street with a curbside sidewalk. Between SW 27th Street and SW 30th Street, SW Brant Street is unimproved. The roadway slopes upward between SW 28th Street and SW 29th Street and narrows between the Pioneer cemetery and existing residential development to the west.

SW Coho Street

SW Coho Street is unimproved. At the north end, a gravel road begins at the western end of the SW 27th Street ROW and extends up a slope, outside the ROW, to access private residences. At the south end, SW Coho Street is graveled between SW 30th Street and SW 29th Street. The portion of the SW Coho Street ROW between SW 29th Street and SW 27th Street is unimproved and heavily vegetated.

SW Abalone Street

SW Abalone Street is improved as a two-lane roadway. SW Abalone Street provides access to the project area for southbound traffic on Highway 101. Under the Yaquina Bay Bridge, SW Abalone transitions to SE Marine Science Drive at its intersection with SE Pacific Way.



SW Abalone Street Looking South

Highway 101

US Highway 101 through the project area has one travel lane in each direction, with a left-turn lane at the SW 32nd Street intersection. Southbound access to the project area is provided via SW Abalone Street while northbound access is provided via SE Pacific Way.

SW 35th Street

SW 35th Street is unimproved. The Draft TSP proposes relocating the existing traffic signal at SW 32nd Street to SW 35th Street. The City owns 60 feet of ROW along the proposed SW 35th Street alignment west of Highway 101, which is insufficient to meet collector street standards.

SW Anchor Way

SW Anchor Way is improved from SW 32nd Street to the SW 35th Street ROW, and separates the Toby Murray auto dealership from vacant commercial properties. South of SW 35th Street, the SW Anchor Way ROW continues to the northern boundary of South Beach State Park.



US Highway 101 Looking North



SW 35th Street Looking West



SW Anchor Way Looking South



SW 35th Street Looking West

2.5 Parks, Open Space, Natural Areas, and Trails



Coastal Gully Open Space Looking South

The Coho/Brant area contains several developed and undeveloped parks, open space, natural areas, and trails facilities. Key facilities are described below.

Coastal Gully Open Space

In 2010, the City acquired three parcels at the south end of SW Coho Street that comprise the northern portion of the Coastal Gully Open Space. The area extends south on lands currently within OMSI ownership. A conservation easement was applied to the parcels to restrict development and preserve trees and sensitive habitat areas. The area is comprised of a ravine and large gully that are protected by the foredunes that form the eastern boundary of South Beach State Park. The area provides potential for limited passive recreation, environmental education, and connections to the trail system in South Beach State Park.



Yaquina Bay Bridge Open Space Looking Southwest

Yaquina Bay Bridge Open Space

ODOT owns and maintains the Highway 101, SE Pacific Way, and SW Abalone Street rights-of-way, as well as the Yaquina Bay Bridge and the area beneath and adjacent to it. The northern portion of this area is developed as open space and contains sheltered seating areas, shared-use paths, and restrooms. The southern portion of the area is undeveloped. The intersections of SE Marine Science Drive, SW Abalone Street, and SE Pacific Way form an island that is undeveloped with the exception of a shared-use path along SE Pacific Way. The southern portion, between SE Pacific Way and the Yaquina Bay Bridge foundation, is predominantly open and undeveloped, with the exception of an existing shared-use path that connects to the stairs on the east and west sides of the bridge. The area is used as overflow parking for festivals and special events in the South Beach area, such as the Newport Seafood and Wine Festival. The area has the potential to be enhanced to better accommodate festivals and special events. The area could also provide limited active recreation opportunities, such as basketball, for Coho/Brant neighborhood residents.



Yaquina Bay Bridge Open Space Looking South

Safe Haven Hill

Safe Haven Hill is located between Highway 101 and SW Abalone Street. Safe Haven Hill is designated as a tsunami evacuation point for the South Beach area and the City has prepared a preliminary plan and planning level cost estimate for improvements to the site. Currently, there are no pedestrian or bicycle facilities that provide access to Safe Haven Hill from the Coho/Brant neighborhood and the only improved street, which provides a connection, is SW 26th Street.



Southern Flank of Safe Haven Hill

Pioneer Cemetery

Pioneer Cemetery is located in the center of the Coho/Brant neighborhood. The predominately forested and unmaintained cemetery contains historic gravesites of early pioneers. The cemetery is owned by Lincoln County. Access to the cemetery is provided by a paved apron extending west from SW Abalone Street. The west side of the cemetery abutting SW Brant Street is steep and shows signs of soil erosion.



Shared-use Path Along SE Pacific Way

Shared-use Paths

The South Beach Peninsula contains a system of shared-use paths extending from HMSC, along SE Marine Science Drive, around Rogue Brewery, and terminating at the intersection of SW 26th Street and SW Brant Street within the project area. An existing shared-use path along SE Pacific Way extends to the base of the Yaquina Bay Bridge and accesses the existing staircases on the east and west sides.

Trails

At the end of SW 30th Street, where the unimproved road dead-ends, several informal trails have been carved out that connect to the trail system in South Beach State Park.



Informal Trails Accessing South Beach State Park
From SW 30th Street

2.6 Utilities

The Coho/Brant project area is within Newport's city limits and is served by municipal domestic water and sanitary sewer systems. The majority of streets within the project area are unimproved and do not provide stormwater treatment or detention facilities. The primary discharge point for stormwater drainage is a 36-inch outfall located west of Yaquina Bay Bridge, which drains into the Bay. Only the improved portion of SW 30th Street is connected to this system. Existing water, sanitary sewer, and stormwater facilities are detailed below.

Water

The project area is connected to the existing city water system east of Highway 101 by three separate mains that cross the highway. To the north an 8-inch main enters the project area from SE Marine Science Drive to SW 26th Street. A 12-inch water main enters the neighborhood along SE 35th Street. A second 12-inch water main enters the study area east of the intersection of SE Ferry Slip Road and SW Anchor Way, which is an extension of the Seal Rock Water System. In addition, to the east of this water system connection, the project area is served by a 12-inch main, which connects from the south. An Existing Water System Diagram is included in Appendix E.

Sanitary Sewer

The project area is currently served by two sanitary sewer systems points of connection, with SW 30th Street generally forming the boundary of the two systems. A network of 6-inch and 8-inch mains serves the portion of the project area north of SW 30th Street, with an existing pump station receiving the majority of effluent from areas north of SW 30th Street. With the exception of an 8-inch sanitary main within SE 35th Avenue, the portion of the project area south of SW 30th Street is not served by sanitary sewer extensions. This portion of the project area contains the future OMSI Environmental Learning Center and vacant commercial properties, which will require service in the future in order to facilitate development. An Existing Sanitary Sewer System Diagram is included in Appendix E.

Stormwater

Existing storm drainage infrastructure is limited within the project area. Existing storm runoff generally infiltrates within the neighborhood, with some overland flow and ponding observed during large rainfall events. The portion of the neighborhood north of SW 30th Street is served by an existing 36-inch storm outfall at the bay, just north of the intersection of SW 26th Street and SW Brant Street. The project area has a number of unidentified storm culverts and drainage ditches that generally discharge onto private property. The southern portion of the project area is currently undeveloped and with the exception of an existing 60-inch storm main running east from Anchor Way in the SW 35th Avenue right-of-way. An Existing Stormwater Systems Diagram is included in Appendix E.

2.7 Opportunities & Constraints Summary

Following the initial stakeholder meeting and public workshop, the Design Team prepared an Opportunities and Constraints map and corresponding summary table to capture the issues that were discussed at those meetings. The map and summary table are included as Appendix A. The opportunities and constraints analysis was used to shape the design alternatives presented at subsequent meetings and influenced the preferred alternative discussed in Section 3. The primary issues from the analysis are summarized below.

Right-of-ways / Street Improvements

- SW Coho Street is graveled from SW 30th Street to SW 29th Street. The City-owned ROW between SW 29th and SW 27th Street is heavily vegetated and contains a ridgeline and steep slopes, which limit the ability for improvement as a neighborhood street. The existing ROW provides an opportunity for the siting of a shared-use path connection from SW 30th Street to Jetty Way.
- SW 30th Street does not connect to SW Abalone Street and the City does not own any ROW in the area. A proposed extension would establish a southern access point to the neighborhood and facilitate emergency vehicle ingress and egress.
- A proposed extension of SW Abalone Street to SW 35th Street would provide access to vacant commercial properties and the proposed OMSI Environmental Learning Center. The City will need to acquire ROW in the area. Shifting the proposed alignment west minimizes impacts to adjacent commercial properties to the east.
- SW Anchor Way, north of SW 35th Street, between the Toby Murray dealership and vacant commercial parcels, is not needed for future public improvements and could be vacated and absorbed by adjacent properties in order to offset future ROW acquisition needs for Highway 101 / SW 35th Street intersection improvements. SW Anchor Way, south of SW 35th Street, provides secondary emergency access to South Beach State Park and could be used in the future as a frontage road for abutting industrial development.
- SW Dungeness Street is not planned for improvement as part of overall neighborhood circulation needs. The City may consider vacating the ROW assuming provisions for pedestrian access to South Beach State Park are accounted for in the area.

Highway 101 / 35th Street Intersection

- The Draft TSP proposes full build-out of the Highway 101 / SW 35th Street intersection in the future. In advance of full build-out, the City may consider a phased approach and improve the street as a pedestrian-oriented boulevard rather than an auto-oriented street. Any proposed improvements should consider and plan for future ROW acquisition needs and attempt to minimize access impacts to existing businesses.

Parks and Trails

- Jetty Way is used regularly by cyclists and pedestrians and has the potential to be improved with a shared-use path.
- Pioneer Cemetery is an under utilized natural and historic resource within the neighborhood. The site provides an opportunity for enhanced access and restoration. Constraints include an eroding slope along SW Brant Street and steep topography, which limits access from the west.
- Residents have carved out informal trails extending from SW 30th Street to the trail system in South Beach State Park. This access point could be formalized and improved with wayfinding signage and limited parking. Any improvements should consider impacts to the adjacent Coastal Gully Open Space.

EXISTING CONDITIONS & AREA ANALYSIS

- The project area does not contain any developed mini or neighborhood parks. The area under Yaquina Bay Bridge within ODOT ROW was identified as a potential site for limited active use, recreation, and special event facilities. Any improvements would require coordination with ODOT.
- The Coastal Gully Open Space has the potential to provide limited passive recreation opportunities, including trails and boardwalks. The area currently has no public access. The southern portion of the open space is within OMSI ownership. Any future improvements would necessitate a management agreement.
- Due to the existence of large trees within the SW 30th Street, SW Coho Street, and SW Brant Street ROW's, tree preservation and protection is of great concern and may impact the potential for future improvements.
- There is an opportunity to provide shared-use paths along existing SW Abalone Street and the proposed SW Abalone Street extension to serve the neighborhood and the future OMSI Environmental Learning Center. Proposed path extensions would connect the neighborhood with existing paths under the Yaquina Bay Bridge accessing the South Beach Peninsula, proposed paths along Highway 101, and a proposed path along Jetty Way, thus creating an interconnected loop.

Tsunami Evacuation Route / Safe Haven Hill

- Safe Haven Hill is a designated tsunami evacuation area. Currently only SW 26th Street provides access to the area. Access improvements are needed both on the hill itself and within the neighborhood to provide additional points of access and reduce travel time in the event of a tsunami. The area could be enhanced as a park or open space area to provide dual-purpose use.

General

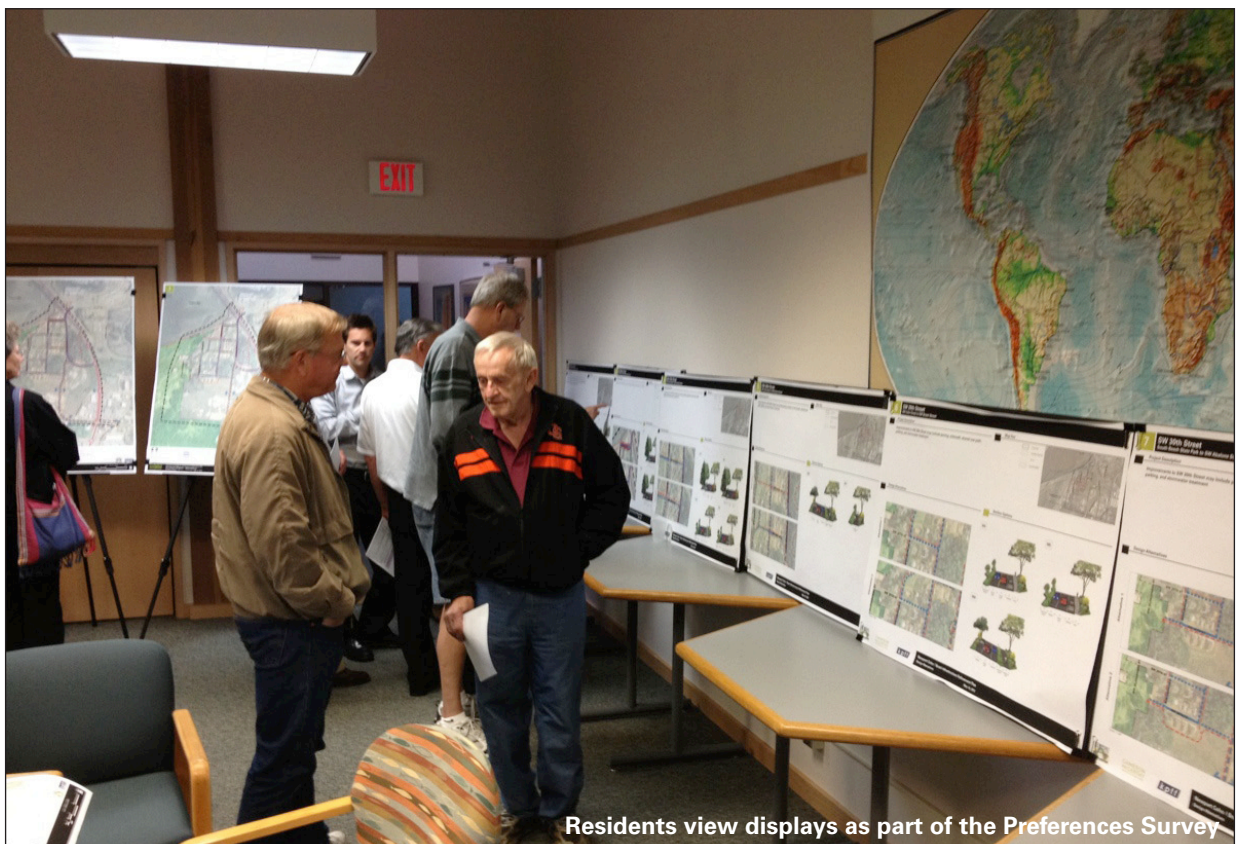
- Improvement of SW Coho Street as a street or shared-use path would facilitate emergency vehicle access and response time within the neighborhood, as SW Brant Street currently provides the only north-south connection within the project area.
- Potential improvements to SW 29th Street should consider limited frontage, little vehicular traffic, and minimal need for sidewalks.
- In order to maintain the rural character of the neighborhood, consider constructing public improvements to the minimum widths necessary. The inconsistent placement of built elements affects neighborhood and community character.
- Existing topography and limited existing facilities impose constraints on stormwater treatment and conveyance within the project area.

2.8 Preferences Survey

Following the second round of meetings and workshops, the Design Team prepared a project preferences survey to gauge stakeholder and public opinions on proposed infrastructure improvements within the project area. The preferences survey corresponded to a series of potential projects, as identified in the prior round of meetings and workshops, consisting of the following: overall neighborhood circulation improvements, eight specific street improvement projects, Highway 101 / SW 35th Street intersection improvements, Coastal Gully Open Space area improvements, Yaquina Bay Bridge Open Space area improvements, and Safe Haven Hill improvements.

The various projects were presented on display boards that included a project description, a project vicinity map, and a range of design options. For specific street improvement projects, the Design Team assembled a menu of typical street sections, based on input received at prior meetings, and selected the street sections most applicable to each project. For overall circulation improvements, the Design Team prepared two diagrams that articulated the various connectivity options discussed at prior meetings. For Highway 101 / SW 35th Street intersection improvements, the design team prepared two options, an interim option and a boulevard improvements option, and included a third option (full build-out) consisting of the proposed intersection design from the Draft TSP. For the Coastal Gully Open Space and Yaquina Bay Bridge Open Space, the design team prepared two design concepts for each site. For Safe Haven Hill, the Design Team presented the prior work that the City prepared for tsunami evacuation area improvements.

The project preferences survey was completed by 35 stakeholders, residents, and City staff. A tabulation of survey results is included as Appendix D and the associated design alternatives and concepts are included as Appendix C. Key findings from the survey are summarized here.



Residents view displays as part of the Preferences Survey

Neighborhood Circulation System Improvements

A majority of participants preferred Neighborhood Circulation Alternative 1, which includes:

- Shifting the proposed SW Abalone Street extension west and curving the alignment to merge with SW 35th Street;
- Improving SW Abalone Street with a shared-use path and sidewalk;
- Improving SW Brant Street with a sidewalk;
- Improving SW Coho Street with a shared-use path;
- Improving SW 26th Street with a sidewalk and bicycle lane;
- Improving SW 27th Street with a sidewalk;
- Improving SW 28th Street with a shared-use path;
- Improving SW 29th Street with a sidewalk;
- Extending SW 30th Street and improving with a shared-use path;
- Improving Jetty Way with a shared-use path.

Several participants suggested that improvements on SW Coho Street, between SW 29th Street and SW 27th Street, be limited to a shared-use path (no vehicular traffic). Several participants suggested that streets be improved with a sidewalk or shared-use path, not both, and several wanted only paving on specific segments (no sidewalks or shared-use paths). Future roundabouts were also suggested at the SW Abalone Street / SW Abalone Street extension intersection and at the future access point for OMSI and commercial properties to the east.

Street Improvements

SW Abalone Street – SE Marine Science Drive to SW 35th Street (including the proposed extension):

- A majority of participants preferred Design Options C2 or C3, which includes two travel lanes, a curbside sidewalk, a separated shared-use path, and a vegetated swale. The primary differences between the two options are the width of the travel lanes and the vegetated swale.
- A larger planting strip was suggested for the west side, with a meandering shared-use path, to provide additional buffer between the OMSI development and the street.

SW 26th Street – SW Brant Street to SW Abalone Street:

- Most participants preferred Design Option M1, which includes two 10-foot travel lanes, a 8-foot parking lane, and a curbside sidewalk.
- Several participants suggested replacing the 8-foot parking lane with a bicycle lane.

SW 27th Street – SW Brant Street to SW Abalone Street:

- The majority of participants preferred Design Options M1, M3, or M4. All options included two 10-foot travel lanes, an 8-foot parking lane, and curbside sidewalk or shared-use path.
- Several participants suggested eliminating the parking lane entirely.

SW 28th Street – SW Coho Street to SW Abalone Street:

- The majority of participants preferred Design Option M7, which includes only a shared-use path, or no improvements at all.
- Several participants recommended preserving an existing large tree in the middle of the ROW and extending pedestrian access through to connect with SW Abalone Street and provide access to Safe Haven Hill.

SW 29th Street – SW Coho Street to SW Brant Street:

- The majority of participants preferred simply paving the street (20-foot width) or no improvements at all.

SW 30th Street – South Beach State Park to SW Abalone Street:

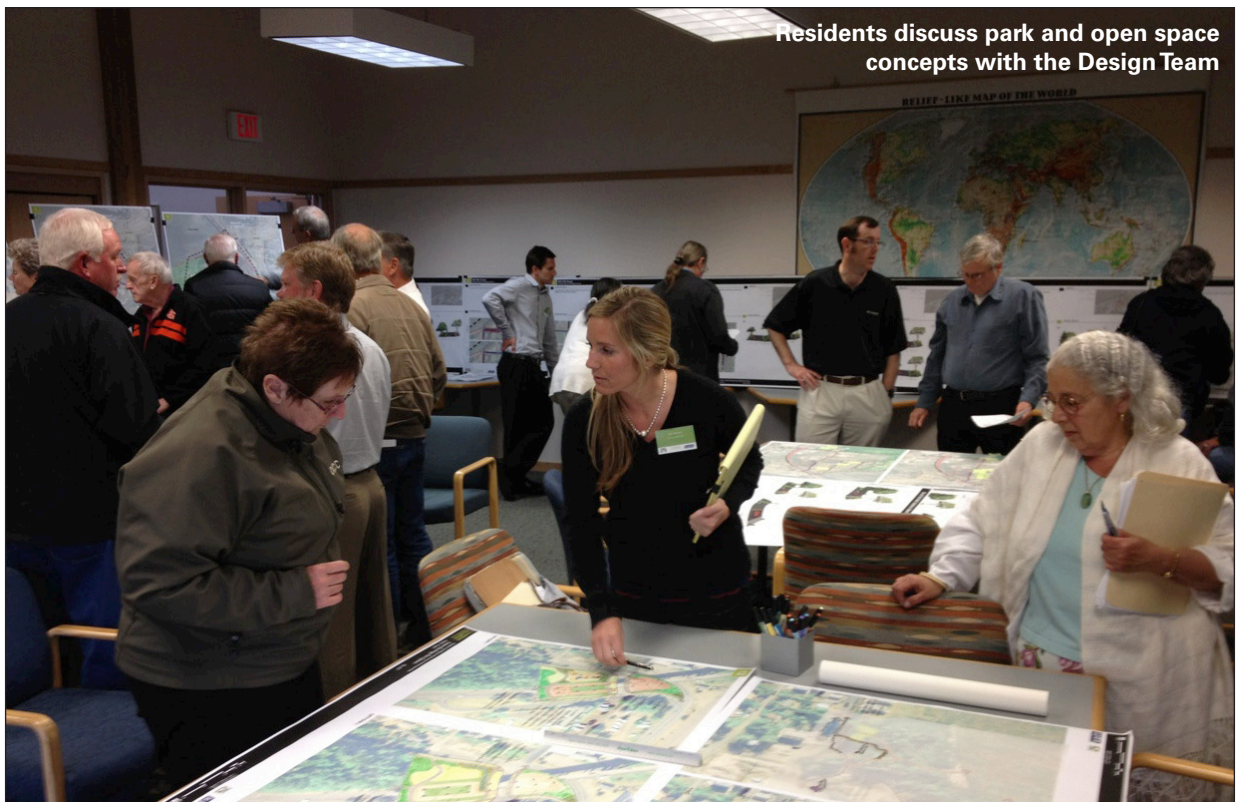
- The majority of participants preferred only improving the segment between SW Brant Street and SW 30th Street, or no improvements at all.
- A suggested section for the improved extension includes two 10-foot travel lanes, a separated shared-use path, and no parking.

SW Coho Street – SW 27th Street to SW 30th Street:

- The majority of participants preferred Design Option M7, which includes a shared-use path.
- Many participants were adamant about not improving the segment between SW 27th Street and SW 29th Street to accommodate vehicular traffic.
- Several participants suggested improving the segment between SW 29th Street and SW 30th Street with two 10-foot travel lanes and a shared-use path, while several suggested transitioning the shared-use path to the roadway and painting sharrow on the surface.

SW Brant Street – SW 26th Street to SW 30th Street:

- The majority of participants preferred Design Option M1, which includes two 10-foot travel lanes, an 8-foot parking lane, and a curbside sidewalk, or other options.
- Other options suggested included no parking, moving parking from one-side or the other depending on topography, and eliminating the parking and sidewalk in specific areas to preserve existing trees.



Highway 101 / SW 35th Street Intersection Improvements

A majority of participants preferred Design Option 1 – Interim Improvements, which included two travel lanes, a center turn lane, and pedestrian sidewalks on either side.

Coastal Gully Open Space Improvements

A majority of participants preferred Design Option 2, which was the more limited of the two options and included a looped trail/boardwalk around the gully, a small trailhead, parking area, and access to trails in South Beach State Park. Many participants did not want any parking or any improvements at all, and suggested the area remain in its natural state. Several requested access points, interpretive opportunities, and pervious paths. Focusing trailhead access at the state park, a light footprint at the gully with a trail around the perimeter, and parallel parking on SW 30th Street was also suggested.

Yaquina Bay Bridge Open Space Improvements

A majority of participants preferred Design Option 2, which included a farmer's market/event staging area, improved parking, windscreens or sculptural elements, lawn areas, and shared-use path connections. One participant commented, "this would be a fantastic addition to S. Beach and a great visitor attraction as well as a wonderful neighborhood space."

Safe Haven Hill Improvements

Most participants indicated that the concept plan for Safe Have Hill looked "fine" or "good." A few suggested providing stairs at the end of SW 28th Street, to provide access to the proposed sidewalk abutting SW Abalone Street. Several suggested eliminating the proposed sidewalk on the east side of SW Abalone Street between the proposed SW Abalone Street extension and SE Pacific Way, since a trail is also proposed extending from the staircase at the west side of the Yaquina Bay Bridge to the top of the hill.